

Triumph Mayflower Club



SUMMER ISSUE 2019 No. 165



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

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Cover: 1948 steam loco, 'Mayflower' (photo courtesy of David Buck of 'Steam Dreams Rail Co.' and photographer John Clarke). See Editorial for more info.

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

Around the World in 26 Letters

Well, fellow readers; I'm afraid I've had to cheat a little this time . . . I've had to resort to choosing 'Deutschland' for 'D', as I've been unable to find any Mayflowers elsewhere (I believe that there are only four countries in the world with names beginning with 'D'!).

The picture shows member 1167, Werner Wotke, leaving the Port of Hamburg with NTA 178: It was taken in 2013, after Werner had just taken possession of the car which he'd bought from Phil Benson. However, it nearly didn't make it to Germany!

There was a fire on-board the ferry from Liverpool (where Phil had said a fond farewell to his Mayflower), which destroyed many brand-spanking-new Volvos.

Extremely luckily for this intrepid travelling Triumph, the design of the ferry ensured that the fire was contained within just the one deck, and the Mayflower escaped with nothing more

than a bumper pulled out of line, and a considerable covering of soot. Thank goodness for that!

If you'd like to read more of this extraordinary story, have a look in *Flower Power* issue 145 (available on the website, if you can't find your paper copy).



Editorial

Greetings fellow Mayflower lovers!

Welcome to the latest edition of *Flower Power*, which sees us heading into Autumn. This means the pressure is on for those of us restoring our Mayflowers without the luxury of a workshop, or even a garage, to get the car water-tight for winter.

Anyway, let's hope that reading your *Flower Power* will help take your mind off all the awful weather we're having at the moment (never mind 'water-tight for winter'; I think that should read 'watertight for summer'!).

I am in the enviable position of having *too much* to fit into this issue, so thank you so much to all of you who have submitted items to me. I promise I will endeavour to give priority, in our next edition, to any of you whose contributions have had to be omitted; my apologies to you.

You might have thought that I'd lost the plot with the cover photograph; the motive power being of a very different type to that which we're used to. However, I hope all will be clear when I tell you that the magnificent steam loco in the picture is named 'Mayflower'.

It was completed in April 1948, by the North British Locomotive Company, when our beloved cars were still a twinkle in the eye of Sir John Black. It was withdrawn from service just 19 years later but thanks to some fellow transport enthusiasts and their extraordinary restoration work, it is once again pulling passenger excursions on UK main lines.

Rob and I were fortunate enough to see the loco in full flight a couple of weeks ago, puffing its way across the Welsh countryside (at some speed, it has to be said); hence the cover photo.

We have a packed issue for you this time, featuring a number of historical photos which I hope you will find as interesting as I did when I received them. We also have reports from our two main rallies — the 'new-look' Northern Rally and also our Annual Rally.

I'm delighted to tell you, if you weren't fortunate enough to be at either of these events, that they were both a great success. After last year's disappointing turn-out, we had no less than *FIVE* Mayflowers in attendance! Let's hope this trend will continue from now on.

On the technical front, we have a number of informative, and fascinating, contributions, which I hope you will enjoy perusing at your

leisure. Dash knobs come up twice, with a simple but highly effective suggestion of how to 'age' any new replacements (well I'm not going to tell you here; you'll have to read it yourself!).

There are a number of stories from around the world, including one about an extraordinary junk-yard owned by a formidable lady named 'Barbie' (word of warning: you call me 'Barbie' at your peril . . .).

I apologise that I have not managed to fit in anything about the Mayflower's entry in the 'Worst Cars Ever Sold' book (which I told you about in the last *Flower Power*) but this will be in our next issue.

There will also be more technical advice, which I'm sure is always appreciated (it is in this household!), plus more historic photos from John Oglesby (who has only recently taken possession of a 'new' Mayflower; having been without one for about 20 years! Look in the next magazine for more details). All this and more, to come in your Winter issue.

I'm delighted that the club's 'Rally Season' has been so successful and feel that the 'road ahead' (pun most definitely intended) for the club is looking positive.

Happy Mayflowering! Barbara

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are September 19 and November 30. All correspondence should be sent to Barbara Davies by post or by e-mail.

Remanufactured Dash Knobs Available

Ignition/Light Switch Knob @ £9.00

Wiper/Panel Knob @ £7.50

Choke Knob @ £7.50

Starter Knob @ £7.50

Heater Switch Knob (no 'H') @ £6.00

Set of the 6 above @ £40.00

Handbrake Operating Wedge @ £10.00

Door Handle Escutheons are in the pipeline but I have some NOS and used in stock @ £7.50 and £4.00 respectively

UK P&P is £2.50 for any quantity

Please bear with us if there is a big demand as the production process is a bit slow

Contact:
Spare Parts Manager

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Chairman's report

Hello all

Thank you to all the members who came to the rallies; it was great to see so many and lots of new faces. John Banks has written up a report and lots of pictures.

There was a good turnout at the AGM. Sorry to see John Oaker stand down; he did a very fine job as secretary. We all wish him well and thank him very much.

Welcome to another John, John Corley — who stood up and filled the position; he has big shoes to fill but I am sure he will manage. Thanks again to Paul for all that he does for the spares and doing that extra to help members.

By the way, my Mayflower is driving me around the bend — I keep replacing items and it still misfires — any ideas?

I was glad to hear that I'm not the only one who is having trouble; from the conversations taking place at the rallies, it is wide-spread.

*Thank you all
Regards and best wishes
John Castle (Chairman)*

Well John, you're in luck! You'll find an article in this issue, written by Paul Burgess, that hopefully will help you to solve the misfiring problem. — Ed.

Letters

Early days . . .

Dear Ed,

I came across this article (slightly cut short) from an unknown, probably a local Bristol area, newspaper circa 1975/6 about the formation of

the Triumph Mayflower Club which may be of interest to members.

Paul Burgess, 1200, Vice Chair

Thanks Paul. Does anyone out there know of these 'founding fathers'? — Ed.



The Mayflower set: From the left are Mr. Ted Berry, Mr. Derek Goodyear, Mr. Terry Mills and Mr. Reg Varney. Picture: Ralph Hudl

FLOWER POWER

Letters

Former member John Albon submitted this letter for publication some time ago, but sadly it was never included in the magazine. Apologies for that, John, and on behalf of the Club, I'd like to thank you for your kind words and for the part you played in keeping these wonderful cars on the road. —Ed.

Sad farewell

Dear Ed,

May I take this opportunity to give a sad farewell to the Mayflower Club. I joined the club in January 2004 having bought "Maisie II" from the Club Historian, Stephen Coulman, in December 2003.

She became XAS 929 and a much beloved member of our family.

We drove from here in Brighton to Scunthorpe to pick her up with a trailer. The first car I ever owned was a Mayflower, NFJ ???, can't remember the number, in 1965. We called her "Maisie". She cost me £25.

My wife Barbara and I did our 'courting' in this car and it was very suitable for that purpose. I even, romantically, proposed to her in the car! After four years we upgraded to a Standard Ten and "Maisie I" was gone.

A year to two later I got a letter from a local authority in West Sussex saying that the car had been abandoned and that there was no current keeper. She obviously went to the scrap heap.

Many years later, in 2002, I was at an airshow in Shoreham, which also had a Classic Car Show. There we saw a Mayflower on display and we hadn't seen one in years. A friend took a photo of it with Barbara and I alongside. Happy memories.

About a year later my friend sent me a copy of the photograph and my interest was spiked. I went on-line and found thousands of entries for Triumph Mayflower, including one from Stephen Coulman, a Mayflower for sale.

Over the past 15 years I have attended many Mayflower Rallies. The first was in June 2004. A 246 mile round trip and a top 5 finish. There were over a dozen cars present.

The number of cars at the rallies have got fewer every year. The last rally we attended was in 2016 at Hatfield House. A beautiful location and the closest ever to the South Coast.

About this time I started to limp (worse than Maisie) and this has developed gradually to the state when I can no longer depress the clutch or move the column gear change. I have been diagnosed with motor neurone disease.

"Maisie" never moved a wheel from July 2017 to May 2018. With help from a member of the Southern Classic Car Club (I am an ex-chair of the club) we started her first time after 12 months. Put new tyres on her and put her up for sale.

A low loader took her away on September 4 last year to her new owner in Southampton. I have kept a log book of all her journeys for the 15 years I have owned her. We drove 11,980 miles at an average of 28 mpg.

Thank you to all the volunteers who have kept the Mayflower Club going over the years, particularly the editors of a superb magazine, the officers of the club and most importantly the Spares Secretaries

I wish all Mayflower owners the best for the future and hope you enjoy ownership of this wonderful old quirky model as much as Barb and I have since 1965.

John Albon, Member 972
The Penthouse, Diamond Waters
218 Brighton Road, Lancing
West Sussex BN15 8LJ
Tel: 07747 106335
johnalbon@sky.com

CRANKSHAFT PULLEY WANTED

A new member needs a crankshaft pulley. I know these are very rare as they break easily when removing them without a puller. Does anyone have a spare they are willing to sell or know of an alternative?

Please contact the
Spares Secretary

Northern Rally and Messingham Show

by John Banks, Rally Secretary

THE CLOCK STRUCK 7.00 am and it was time to navigate our way to Messingham. The weather forecast for Sunday June 2 was showers, so the Triumph Mayflower Club gazebo was essential.

The journey was kind and the location was easy to find. On arrival at the entrance gate we were given our car pass and an envelope with passes for the other Mayflower owners, as the classic car show was limited to 100 vehicles in the show grounds.

Stephen Coulman, Messingham show secretary and Mayflower owner greeted us and had already parked his Mayflower, so John Castle and I, with a bit of help from a few other people constructed the gazebo and securely tied down all corners in readiness for club members and whatever the weather decided to do.

The 114th Messingham Show had a packed programme throughout the day, and something for all the family; a great day out. Hopefully everyone enjoyed the horse power on display!

The Lincolnshire Twirlers and Vander Wheel Of Death had to cope with the wind and rain, making their routines a true spectacle and more tricky than normal. When we did have heavy showers, members of the public sheltered under the gazebo!



It did not put the showjumpers off, the screams from the fair ground rides could still be heard, and afterwards you might sample the food and beer, depending on how your stomach was fairing.

The Classic Car parade was at 1:15 pm and certainly worth a look, as the range of vehicles on display was very interesting. As the music from the Scunthorpe and District Pipe Band finished it was decided to give out prizes, as we now had two Mayflowers on display. Stephen Coulman's OUM 864 and Tony Gregory's 634 YUG, both being early examples, looked great paired together.



Tony Gregory's and Stephen Coulman's cars in front of the club's gazebo

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Stephen Coulman receiving the Chairman's Cup

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Northern Rally prizes

The Chairman's Cup was awarded to Stephen as a "thank you" for organising and inviting the club to a great new venue for the Northern Rally, and also for bringing his car. Tony received the 'Best In Show' prize and with that the Triumph Mayflower Club 'Peter Benfield Northern Rally Trophy', as his car was in great condition and also because he had attended Wroxall Abbey.

He had travelled up on the day from Leicestershire to attend the Messingham

show as well; a fair way to travel at vintage speeds!

The only thing left to do was take down the gazebo (shaking off the rain!), and safely putting it away ready for the next show.

John and I said thank you and goodbye to Stephen and Tony, wishing them a safe journey home as the weather was looking threatening.

The heavy rain arrived on the way home, the spray from other vehicles was quite bad, but taking things steady we safely arrived back in a timely manner.

Our thanks to John Banks for his report on a successful Northern Rally; the first to be held at the Messingham Show. Our thanks to organiser and Club Historian, Stephen Coulman, for initiating what will hopefully, from now on, be the location for our Northern Rally'

NEW & SECONDHAND SPARES

NOW AVAILABLE FROM

Paul Burgess - E-mail:
pburgess1956@gmail.com



Tony Gregory with "Best in Show"

Rear springs

by Rob Davies (1209)

HERE IS Part Three of the rebuild of the rear running gear of SPK 286:

As mentioned in a previous article (FP 161, and reply by Russ Hoenig in FP 162), I recently removed and stripped the rear axle assembly, ready for refurbishment. The axle was cleaned up and supplied with new gaskets, washers and a lick of paint, after checking the internals and half-shaft seals were okay. The oil seal leading from the prop shaft was replaced and the whole lot reassembled as it should be; not as it was found!

The second part of the rebuild was sourcing suitable replacement shock absorbers, which turned out to be a much bigger task but as my article in *Flower Power* 164 explains, a suitable replacement is now available.

The final part of this trilogy (delusions of grandeur; Ed) is the restoration, or replacement as it turned out, of the leaf springs. This was inspired by Paul Burgess, who in FP 161 described how Jones Springs of Wednesbury in the West Midlands (WS10 8BE) can re-temper your existing springs, for a reasonable £75 plus VAT per spring. Great, I thought, and trundled up past the hallowed turf of the ground of my lifelong football team, West Brom!

Unfortunately, the first 'old' spring they tried cracked when being worked on; a problem that Kev of Jones Springs, explained is not uncommon on steel of this age. So, nothing for it but a pair of new springs . . .

If you are in a rush to get your car back on the road, it may get a bit frustrating working with the company, as quite understandably



Steel cut to length and laid in order

they have much bigger orders to fulfil. As it happened, we weren't in any rush so it didn't cause us a problem.

However, on the plus side they couldn't have been more helpful and even let me take some photographs of the workshop when I went to collect our brand spanking-new springs.

Eyes are forged on the longest pieces, and all leaves are bent to desired radius. The springs are then tempered to improve both toughness and elasticity; this is done by heating to 700°C and then quenching.

The whole spring can then be assembled and banded together. The finished article is usually supplied in a black primer finish.

Thanks very much to Kev and the rest of the team for letting me loose in part of the factory! If you're in need of their services, you can contact them on: 0121-568 7575 or google 'Jones Springs'.

I can vouch for the helpfulness of Kev; he made us really welcome and for once I wasn't made to feel like the 'little woman' coming along for the ride — Ed.



Here are some examples of the finished articles. Jones also produce springs for trucks and for the rail industry a bit bigger than those needed on our 970kg Mayflower!

JONES SPRINGS

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Annual Rally report — Coughton Court

by John Banks, Rally Secretary

SUNDAY JUNE 23rd was the date for the Annual Rally, this time at Coughton Court in Warwickshire. With refreshments packed and the gazebo, tables, chairs and awards all safely on board, it was time to navigate to the venue.

John Castle and myself arrived first, so with plan in hand we began to set up in the correct place. As the gazebo was being put up, Tim arrived, so we checked with him we were still in the right area for the club stand. He confirmed it was ok, so we securely fastened the structure to the ground.

The space for classic vehicles was arranged well, the Triumph Roadster cars were all on one side and on the opposite side could be seen the Renowns and Mayflowers.

Vehicles started to arrive and park up, a few modern cars tried their luck but these were parked in the next field to the classics, so that all vintage cars could be together. As more and more Roadsters arrived the available space was decreasing, so the original plan had to become fluid.

A few Renowns arrived and we then had our first Mayflower make an appearance: the black silhouette of Paul Norton's car (HTH 719) looking great in the dappled sunshine, was safely positioned next to the gazebo.

We still had space to keep all the Mayflower cars together: Paul Burgess arrived in his superb green car (NKA 947), followed by Roger



1)



2)



3)



4)

1) Paul Norton's Mayflower alongside the club's gazebo

2) NKA 947 belonging to Paul Burgess

3) Paul Burgess receiving the 'Best in Show' award from John Castle

4) Roger and Chris Flegg's car 253 YUU

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and Chris Flegg in their black vehicle (253 YUU).

Once they were safely in position, Zac the border collie made his presence felt and duly provided the entertainment for the day! With more vehicles arriving, space became tight, so the club gazebo was taken apart and put away, to free up space;

Tim arranged for us to use part of the stand that the Triumph Roadster club were in, so that members could sit and relax, and later on in the day enjoy the awards being presented.

A gentle beep of the horn and into view came Roger Huntley in his example of the Triumph Mayflower (425 YUR). He had taken an extra trip around the Warwickshire



8)



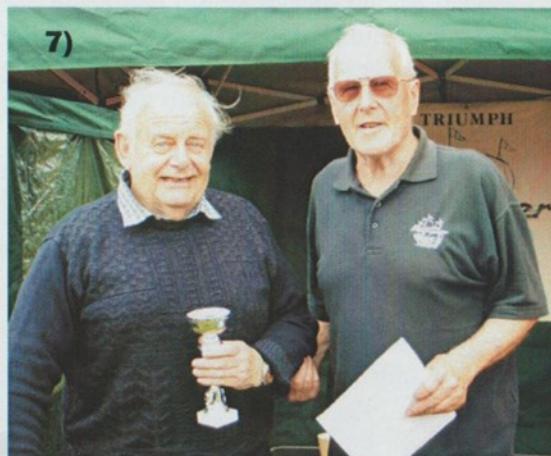
countryside but eventually arrived to be greeted by everyone from the club.

Amazingly a two-tone colour scheme could be seen in the distance, it was Tony Gregory in his Mayflower (634 YUG) — we now had five examples on display and ironically we did not have enough space! Even with the gazebo gone, we still could not arrange all the cars side by side. What a great problem to have, too many Mayflowers; a first for me!

After consulting with the Chairman, the decision was made to examine the cars and judge them for the prizes on offer. After a thorough inspection, the 'Best in Show' award was given to Paul Burgess, the 'Distance' award was handed out to Roger Flegg and the Chairman's Cup was collected by Roger Huntley.

After a great day meeting with like-minded people and discussing their trials and tribulations with classic vehicles, we ventured home, ready for another trip to a Triumph gathering in the future . . .

As an attendee at the Annual Rally, albeit without a Mayflower, I have to say how thrilled I was to see so many Mayflowers! Let's hope this trend will continue into the future. Ed.



5) Roger Flegg receiving the 'Distance' award from the Chairman

6) 425 YUR belonging to Roger Huntley

7) Roger Huntley being presented with the 'Chairman's Cup' by John Castle

8) Tony Gregory's Mayflower 634 YUG

Letters**Off with her head!**

Dear Ed,

Not the cry from the mad queen in *Alice in Wonderland*, but a predicament I recently found myself in whilst trying to lift the cylinder head of my Mayflower. Now it's not the first time I've undertaken this job; as the old gaskets hanging upon my garage wall attest, I've managed that task four times.

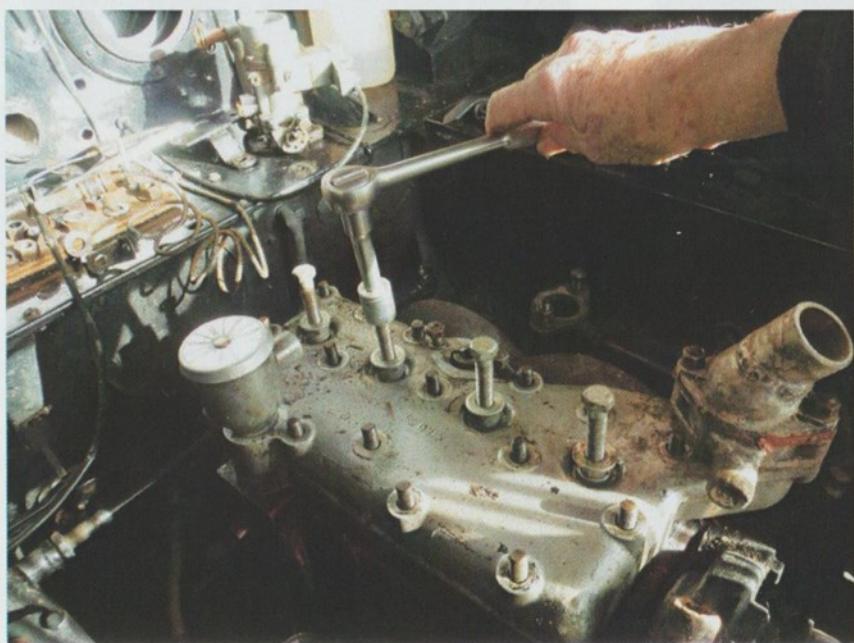
But on this occasion, the head just did not want to play! I followed all the book advice: "After you remove all the head nuts, spray around the studs with a penetrating oil. Tap the head from every side with a hammer cushioned by a block of wood be patient; the head will come loose eventually."

Well, all I can say is, it may be in the book but my engine didn't appear to have read that far because after a week and half a can of WD40, that blasted head just sat there solid as ever.

Having read that sometimes turning the engine over would break the seal, I cranked things round a bit. Sprays of dirty black WD40 shot out of every stud hole, but nothing else occurred.

Finally, and in desperation, I contacted our spares man, Paul Burgess. He was able to offer me two possible solutions: first, he had a lifting arrangement which screwed into the four plug holes and then connected to a hoist.

I rejected that idea instantly: the garage I rent does not have the most substantial roof and I



can just imagine trying to explain things to the landlord . . . "Well, it was like this Mr Smith" (not his real name), "I hung my hoist from one of your beams and pulled, there was this cracking sound and suddenly the garage got a whole lot lighter!"

The second choice consisted of a tool or rather a set of four tools, created from discarded spark plugs. I went with that one. As you can see, the bolt ends have been ground down to form a blunt rounded tip, so that they press directly on to the cylinder block, whilst missing the inlet and outlet valves.

I started first by removing the existing spark plugs and then screwing in the four modified holders. Each bolt was then lubricated well and tightened down as far as it would go by hand.

Then in order to spread the release pressure as evenly as possible, I began to tighten the bolts with a ratchet just a few clicks at a time, front plug, back plug, middle plugs. I noticed

that the head was starting to rise well either that or the exposed studs were shrinking! Then eventually, clear space appeared between the head and the block was clear for all to see.

That said, the head hung on to those studs as solid as you like to the very end. I really think that without four plug lifters, it might still be stuck there. Oiling and tapping, tapping and oiling!

Mike Hudd (member 119)

I wonder how many of our readers can identify with this.—Ed.

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Letters

Many apologies to Russ Hoenig for the delay in publishing this very interesting article, which was due to problems getting a good picture of Peter Burdge's drawing. — Ed.

Shooting brake's missing chrome

Dear Ed,

Several years ago, Wally Wolentarski placed all his collection of *Flower Powers* in my hands for safe keeping, which has been shared with TMC and now on the website. While reading these through the winter, interesting topics were marked, recorded and flagged for future reference, but one stood out.

On the back page of the Triumph Mayflower Club, *Flower Power* listed as Winter Issue No. 33, February 1984, is a Peter Burdge line drawing of a Mayflower Shooting Brake, or limousine, as shown in the picture.

When I first saw it, I thought this just looks good. When looking beyond the roof line, the boot has been eliminated or modified as the

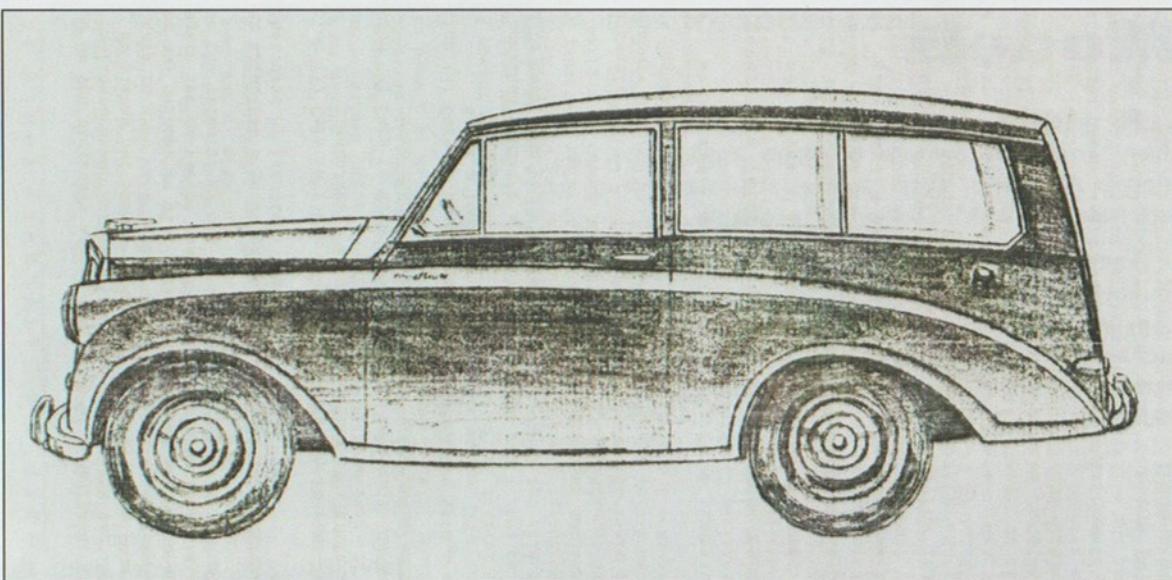
boot handles, plus the license plate bracket, are removed (or most likely, cleverly hidden out of sight to allow access to the fuel sender and tail-lights, rdh).

After studying Peter's drawing, there is another line added that looks right. All our Mayflower windows are surrounded by chrome accent pieces, except the rear and the lower door on each side. I had always thought the omission of this lower door detail was odd, and initially believed I had some window trim missing.

However, after visiting many Mayflowers, we all have this same issue of the "missing chrome piece". On this drawing, Peter appears to have added this piece and it looks so good. I have thought at times how to add it.

My thanks to Peter for doing this many years ago, and did anyone ever follow up on the TMC's inquiry if anyone was going to build it? Comments and feedback always welcome.

Regards and happy
motoring from Russ Hoenig (1035)
(who was assisted by the late
Wally Wolentarski)



WANTED YOUR CONTRIBUTION

Any stories about Your Restoration, Your trip to a Rally, Your day out
Your Mayflower — Please send them to the Editor

Letters

Barbie's Junk Yard

Dear Ed,

Back in April I received an e-mail from a guy in the States named Jeff; he kindly sent the following information:

"There is a rusted Mayflower at 'Barbie's' wrecking yard in Morrisville, Pa. (Barbie is an interesting character; her parents are English). I don't have any photos of the Mayflower; there is no engine; definitely a Mayflower though. Hope to send some pics. Please pass on to interested parties."

I sent a copy to Russ Hoenig, our *Man in America*, and he sent the following reply which shows life is never dull Stateside!

"I have been down three times to see the Mayflower at Barbie's Junk Yard (it's about five hours away from me). There is not much left of it except the body shell, window chrome and interior.

Models

My thanks to member 407, John Oglesby, for these lovely photographs of some Mayflower models. Apparently they came as self-assembly kits, scale 1/43, which also had to be painted.

The blue-grey 'Mikansue' model was made by founder member Phil Hall ('Mikansue' was a company that produced self-assembly model car kits from the 1940s to the 1960s; their unusual name is a combination of the first names of the founders).



Barbie would like to sell, at best offer. I have taken everything off that I thought was of value, except for the chrome windshield trim (which I could not get off), and handed it over to a non-member owner in Connecticut. I planned on taking a battery grinder down with me, if or when I next visit. Barbie is a character, but very successful in a hard business.

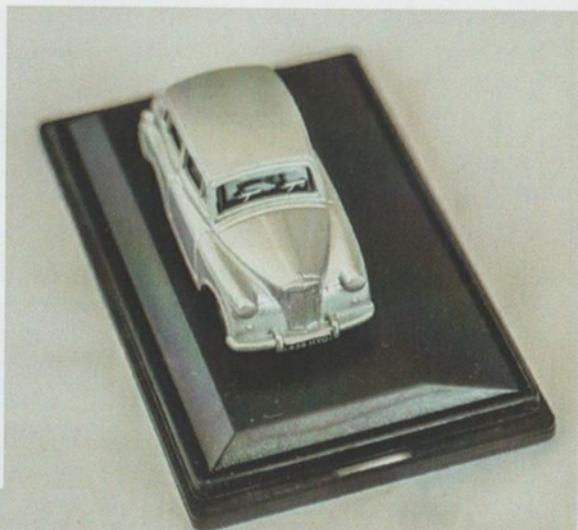
Last time I was there, we were talking in her office and someone came in and all hell broke loose. There is only one way in, through a building so they know how many people were in the yard.

Someone had spotted a pick-up truck parked next to the fencing and out of sight. The yard was shut down, and the Police called. Barbie got her guys and gals, found the truck — hood warm, open toolbox but no-one around. Prior to the police arriving, they gave it four flat tyres, got their 'jaws of life' and cut the steering column completely off.

We were going to have lunch together, but after seeing all this, I just kind of left; Barbie was really riled up!! Don't know how the story ends but it was memorable."

Thanks for that story Russ!

Rob Davies, 1209



John also got to work with the model-making — his is the smart black one alongside it. 'Oxford Diecast Models' later produced some 1/76 versions with a 'showroom finish': Here is the silver one based on the late Peter Benfield's car, 439 HYO, which John tells me is still available on ebay. 'Oxford' also made a model of John Oaker's former Mayflower, HBU 358, one of which we are proud owners. — Ed.

Letters**Drum to disc**

Hi All,

I have owned my first Mayflower since 1961 when it was given to me as a wedding present by my father in law. Over the years as I began to need parts for repair I began buying vehicles which were destined for the scrap yard and some originals with low mileage found in barns.

I live in San Francisco and although I managed to get by for many years driving the original it became clear that it was unsafe to be on our freeway system where the average speed is 60 mph and the hills going to and from my office have warning signs which read "Beware Steep Hill" with some tourists changing that to "Beware Steep Cliff".

So despite my love for keeping some of my automobiles original I've modified some of

them. One was converted to an electric vehicle in 1995 when it won first prize at the Palo Alto British Car Meet with 700 entries. The problem is the batteries added another 1000 lbs to the weight of the vehicle and it takes me forever to stop when going 50+.

I now own five Mayflowers and am about to give them to my children and grandchildren but before I do that I want to be sure that the vehicles are safe to drive on the freeways here in California. One has a Nissan 210 engine another a Spitfire.

TR2s and TR3s have kits for conversion from drum to disc brakes. Does anyone know of a simple conversion that doesn't require replacing the entire axle?

Peter Panagotacos, Member 644

San Francisco, USA

415-922-3344

peter.panagotacos@gmail.com

CLUB REGALIA CLEARANCE SALE 50% OFF

The club is about to offer a revised range of regalia items featuring the new club logo. In light of this we are offering our remaining existing stock at a 50% discount to generate some funds and clear the shelves. Items are offered on a first come basis.

TMC Ref	Item	Stock	Price + p&p (£)
MUG1	Triumph Mayflower Mug (see pictures below)	2	2.50
CBG1	Sew on woven club badge (see website for photo)	9	1.50
KRC1	Club key ring (see website for photo)	5	1.50
RBGO	Club radiator badge (old version, see website for photo)	4	9.00
CAP1	Club cap (see website for photo)	1	5.00
TSWL	T Shirt, White, Large (see website for photo)	2	5.00
POGM	Polo shirt, Green, Medium (see website for photo)	1	7.50
POGL	Polo shirt, Green, Large (see website for photo)	1	7.50
POWL	Polo shirt, White, Large (see website for photo)	2	7.50
POWM	Polo shirt, White, Medium (see website for photo)	1	7.50
POBS	Polo shirt, Burgundy, Small (see website for photo)	1	7.50
SWBE	Sweat shirt, Burgundy, X Large (see website for photo)	1	11.00
SWBL	Sweat shirt, Burgundy, Large (see website for photo)	1	11.00
SWBM	Sweat shirt, Burgundy, Medium (see website for photo)	1	11.00



Sold on a First Come
First Served basis!

Contact Paul Burgess at:
pburgess1956@gmail.com
to check on
availability and to order



Letters

Making new knobs

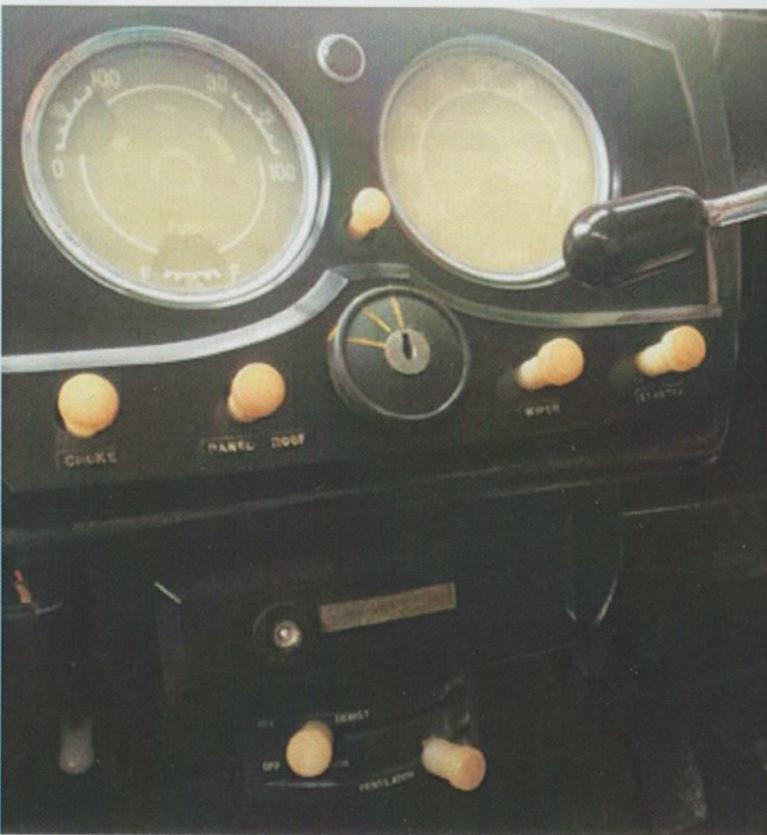
Dear Ed,

I thought I would let TMC members know how I got over the problem of crumbling dashboard control knobs [photo 1].

The first thing I did was to spend £11.45, including VAT and delivery, on one metre of nylon 6 natural rod, 18mm diameter, from Direct Plastics of Sheffield. I probably overbought because I have over 600mm left!



Photo 1 above; Photo 3 below



After cutting off all the remains of the old knobs (eight in all), I drew up some rough plans and got my mate interested in machining new knobs on his lathe (photo 2).

Next I made every bare shaft accept a 3.5mm thread (as an electrician, I have a

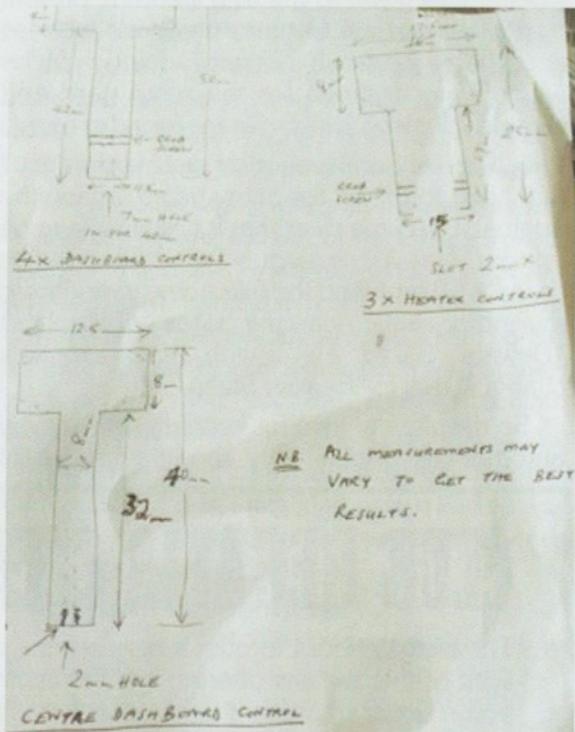


Photo 2

3.5mm tap and loads of light-switch fixing screws available).

I trimmed the screws to size and cut a slot in each one making them into grub screws. They were ready for fixing (photo 3).

The three heater control knobs required a slot cut into them, which I managed with a determined 2mm drill.

Cosmetically, because the knobs were bright white I coloured them to look old. This I did with three spoonsful of coffee in half a mug of boiling water and soaking for a few hours.

Peter Hewitt, 1233

Peter this is ingenious! I think we may well be making use of your ideas for 'Margaret'. Some really useful information. — Thanks Ed.

Letters

Missing at high revs

Dear Ed,

A couple of months ago I noticed that my Mayflower had started to miss at high revs at about 25 mph in second gear and 40 mph in top. It was also missing at high revs when not in gear.

My immediate suspicion was an ignition fault and so I set about changing the various components of the ignition system one at a time. Plugs first, no joy. Rotor arm next, again no joy. Distributor cap, HT and LT leads and coil followed to no effect. I then removed the electronic ignition and replaced it with the old points and condenser, again no change.

So now I moved on to the fuel system, replacing the fuel filter and electric fuel pump. Next I removed the carb and cleaned the jets. Then I tried another carb.

The missing was getting worse, now at about 20 mph in second gear and 35 mph in top. The various people I spoke to all had the same initial reaction as me, ignition! When pushed, some

began to suggest valve problems such as tight tappets, weak or broken valve springs, valve bounce, sticking valves and so on.

I had just about reached the point of taking it in for some professional diagnostics when I decided to try changing the distributor. I borrowed one from a mate and went to install it. Unfortunately the drive dog was 180° out to mine so I decided to see if there was a decent one in our spares stock to try.

When putting my distributor back on the engine, I was refitting the cap when I noticed the distributor body was moving on the pedestal, even though the clamp bolts and pinch bolt were tight. I started up and revved the engine and the missing was there as before. Then I pushed the distributor towards the windscreen revved up and the missing disappeared result!

I am now driving miss-free on a loan distributor from the spares stock, while mine is rebuilt by H&H Ignition Solutions in the West Midlands. I am also the proud owner of a complete set of spares for the ignition system and a spare electric fuel pump!

Paul Burgess (1200)

Yet another very useful contribution from our Spares Secretary.—Thanks, Ed.

Here's 'Eskimo'

As promised in my last Editorial, I'd like to introduce you all to 'Eskimo' the Mayflower. Here's what her owner, Paul Seymour, wrote to me in an e-mail:

'Eskimo' has a fascinating history, and we are very proud to be the current stewards of this little bit of motoring heritage. It was my wife's dream to own a Mayflower, so we sold our Stag and went upmarket! It couldn't be more different to the Stag, and I describe it as like driving a boat - she lists and leans, is very hard to steer and braking takes place several miles before we reach our destination! We have now got the hang of it, and are looking forward to another year of outings when it warms up a bit.

Paul Seymour, 1260

Paul has promised to send me some historic photos of 'Eskimo', as well as a bit more information about the car's history, so watch out for all that in a future edition! — Ed.



Facebook

My thanks to Andi (our 'website master') for this little 'heads up' (if you don't know what that means, ask your grandchildren!):

A quick note for the social silver surfers out there: thanks to our publicity officer, Mark Smith, we now have our own Facebook page! Please give the page a "like" and engage with us if you're a Facebook user. The link to the page is: <https://www.facebook.com/triumphmayflowerclub>—Thanks Ed.

Letters

Hotel pictures

Dear Barbara,

While spending a long weekend in the Barossa Valley, South Australia, my wife and I visited the Lyndock Hotel for some dinner. While waiting for our meals to arrive, I took some time to peruse some old photos hanging on the walls and found this picture of the Lyndock Garage in the 1950s, with a Mayflower in line-up out front with some Ferguson tractors.

Regards
Andrew Piggott

It's always interesting to receive stories from our members around the world - Thanks to Andrew Piggott for sending this one, all the way from Australia!

Readers of our website will probably know that the presence of a Mayflower, on display with all these Ferguson tractors, is not quite as odd as it might seem.

Standard Motors, the owners of Triumph cars, also produced Ferguson tractors in the 1940s until the tractor assets were sold to Massey-Ferguson in the early 1950s.

If you're interested in finding out more, have a look at the 'History' section on the website. —Ed.



Ernie Wise

Dear Ed,

I noticed in the minutes of the TMC meeting held on March 21, 1976, mention of a letter received from Ernie Wise of Morecambe and Wise fame, giving details of his first new car in 1953, a Mayflower. I then managed to find the following in Issue No. 6 of *Flower Power*:

"Dear Roy,

The Triumph Mayflower was the first new car I bought (1953), in Leeds. I think it was about £670. RUB 60 was the registration. I wonder where it is now? I loved it and on the first drive was more pleasurable than my first Rolls in 1972.

I never drove it over 60 and sold it too soon at about 26,000 miles for a Standard Vanguard. Then on to Ford Zephyrs which I liked very much. Last Triumph Mayflower I saw was in Malta. At the moment I am in love with a Mercedes 280 SL (1968) which I intend to keep.

All the best,

(signed) Ernie Wise

PS — My first car was a ex War Department truck, £195 secondhand."

I tried a DVLA tax check but RUB 60 was not found. Anybody know of any other celebrity owners?

Paul Burgess, 1200, Vice Chair

VISITORS AT THE NATIONAL RALLY



JULY
2019

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